

3925

Diag. Cht. No. 8201-2



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Superintendent.

State.

Alaska

DESCRIPTIVE REPORT.

Wire Drag
Hydrographic Sheet No. *3925*

LOCALITY:

Snarl Passage
to Point Colpoys

1906

CHIEF OF PARTY:

John W. Daniel

3925

DESCRIPTIVE REPORT

To accompany

HYDROGRAPHIC SHEET X. 3925.

GENERAL LOCALITY

S. E. ALASKA.

Sub Locality

Kashevarof Passage.

From

Snow Passage to Point Colpoys.

Surveyed under instructions of the Superintendent dated

Feb. 26, 1916.

Wire Drag Party No. 3

Season 1916.

John A. Daniels, Assistant C. & G. S.
Chief Of Party.

The area within the limits of this sheet lies between Prince of Wales and Zarembo Islands and extends from the northwestern end of Bushy Island Northwestward to Point Colpoys.

Connection was made with the work of this party on sheet 3794 at the northern end of Snow Passage and with the work of Wire Drag Party No. 4 near Point Colpoys.

This area was found to have a very irregular bottom. The dangers to navigation which were discovered were reported to the Superintendent in letter dated October 30, 1916 and were fully described in an advance notice to mariners issued from the Seattle Sub-office November 6, 1916.

However, in addition to these there are several changes to charted depths. About $\frac{3}{4}$ mile west and south from the Tide Islands is a 63 foot sounding. ^{1/4 in sheet 3794} 2 $\frac{1}{2}$ miles north and west of Fire Island is a 57 foot sounding. On the west shore of Bushy Island there are four soundings ranging in depth from 33 to 40 feet. These are all outside the ten fathom curve on the chart. About 2 $\frac{1}{2}$ miles south of Macnamara Point and less than $\frac{1}{2}$ mile from the shore of Zarembo Island is an 18 foot sounding, which is not far enough off shore to be considered a danger.

Considerable difficulty was experienced with the strong tides of this locality. While setting out, the tide carried the drag out of position and in several instances grounded it before it could be controlled.

The tide runs from three to six knots. In several instances when the drag was being towed with the tide, the strain on the wire was sufficient to part it as soon as the drag touched on the shoal. Even when the boats were disconnected from the drag while the drag was aground, the tide was sufficient to run the buoys under water. On one occasion, several buoys were carried under and collapsed.

It was impossible to tow a drag ^{against the tide} and each time the tide turned, the drag was reversed if an uncovered area could be dragged in this direction. If not, the drag was taken up and set out again in another locality.

This accounts for the involved condition of the lines on this sheet, which otherwise would have been much less complicated.

Respectfully submitted

John A. Daniels.
Assistant, C. & G. Survey
Chief of Party.

ADDRESS
U. S. COAST AND GEODETIC SURVEY
WASHINGTON, D. C.

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WASHINGTON

October 12, 1917.

LIBRARY

Place with descriptive report
of hydrographic sheet No. 3925

Drawing Section.

Division of Hydrography and Topography:

Division of Charts.

Tidal reductions are approved in
4 volumes of Sounding records for

HYDROGRAPHIC SHEET 3925

Kashevarof Passage, Clarence Strait, Alaska
J. A. Daniels in 1916

Plane of reference is
Mean lower low water, reading

3.0 ft. on tide staff at Lake Bay*
4.6 " " " " " Wrangell*

*Allowance made for difference
in tide at the place of sounding.

L. P. Shidy
Acting Chief, Section of
Tides and Currents.

Hyd. Sheet No. 3925.

The area within the limits of the drag work is well covered despite the fact that the strong tides in this locality made drag work very difficult. Only two small splits were developed by the verification.

The plotting done on the smooth sheet by the field party is above the average and the records are kept in a satisfactory manner.

R. L. Johnston

ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY

AND REFER TO NO. 9-DRM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
WASHINGTON

SECTION OF FIELD RECORDS.

Report on Wire Drag Sheet No. 3925. Surveyed in 1916.

Chief of Party: J. A. Daniels Surveyed by J.A. Daniels, H. R.
Bartlett. Instructions dated
Protracted and inked by V.A. Endersby. Feb. 26, 1916.

Verified and Area and Depth Sheet
by R. L. Johnston.

1. The depth and extent of dragging satisfy the specific instructions.
2. The least water was found on all shoals discovered.
3. The supplemental hydrography is suitable for correcting the charts.
4. The overlaps are sufficient.
5. There are two small splits on this sheet, both of very little consequence. It would seem that the drag might have been carried a little closer to Tide Island and that some of the shoals found could have been gone over with a deeper drag. These, however, are not in the main steamer line. The work, therefore, stands as complete and no further dragging will be necessary.
6. Reviewed by A. L. Shalowitz, August, 1922.